

FY 2015-2018 TRANSPORTATION IMPROVEMENT
PROGRAM SURFACE TRANSPORTATION PROGRAM –
SUBALLOCATED FUNDS (STP-S) NEW PROJECT
APPLICATION

PROJECT RECORD NUMBER: 17746614

WINSEL CREEK BRIDGE REPLACEMENT

PRESENTED TO:

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
TRANSPORTATION PLANNING DEPT. – STP-S
GATEWAY TOWER
ONE MEMORIAL DR – STE 1600
ST. LOUIS, MO 63102

SPONSORING AGENCY:

OAK GROVE VILLAGE, MO
RICHARD RAY
260 JAMES ST
SULLIVAN, MO 63080

PREPARED BY:

BFA, INC.
103 ELM ST
WASHINGTON, MO 63090
800-455-4751

MARCH 13, 2014

FY 2015-2018 TRANSPORTATION IMPROVEMENT
PROGRAM SURFACE TRANSPORTATION PROGRAM –
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COMPLETED PROJECT CHECKLIST

PRINTED COPY OF ONLINE APPLICATION

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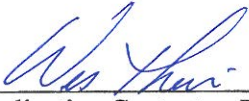
Project Sponsor Checklist – Submit with application. Project applicant must initial next to each box and sign bottom of page. Attach to front of application.

All project applications

- ☒ **One (1) paper copy of TIP application delivered to East-West Gateway (binder clips only, no staples, no ring binding)**
- ☒ **One (1) electronic copy of application delivered to East-West Gateway (adobe acrobat file .pdf) – may be emailed, delivered on CD/DVD, etc.)**
- ☒ **Online application marked 'final'**
- ☒ **Project Location map (8 ½ x 11 preferred)**
- ☒ **Detailed cost estimate for project**
 - ☐ **Letter of permission from owner of facility (required if sponsor does not own roadway *N/A*)**
 - ☐ **Letter of project support from individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for project (if necessary) *N/A***
- ☒ **Signature Pages – required for all sponsors**
 - ☐ **Financial certification of matching funds**
 - ☐ **Person(s) of responsible charge**
 - ☐ **Title VI certification**
 - ☐ **Right-of-way Acquisition Statement (Missouri only)**
- ☒ **Reasonable Progress (Missouri only)**
- ☒ **Application fee equal to ½% of federal funds requested for the project. Make checks payable to "East-West Gateway Council of Governments"; or "East-West Gateway COG" – required for all sponsors**
- ☒ **Title VI Pre-Questionnaire – required for all sponsors (one per sponsor)**
- ☒ **Operations and Maintenance Form - required for all sponsors (one per sponsor)**

STP-S/BRM Project Applications

- ☐ **Calculations of pavement condition (required for road projects) *N/A***
- ☐ **Calculations of sidewalk PSR rating (required for sidewalk preservation projects) *N/A***
- ☒ **Bridge inspection report from state DOT (required for bridge projects)**
- ☐ **Sketch of proposed bridge replacement and realigned road (required for bridge projects that have associated road work beyond the touchdown point – for example vertical or horizontal road realignment) *N/A***
- ☐ **Summary of Police reports including sufficient detail such as type of accident and location (required to justify safety priority condition for road/intersection projects) *N/A***
- ☐ **Level of Service Calculations (required to justify congestion priority condition) *N/A***
- ☐ **Congestion Management Study (required only if project would add one or more through lanes on an arterial or expressway for at least 1 mile or for the entire distance between major intersections) *N/A***
- ☒ **Pages from adopted plans where project is referenced – Not the entire plan (required for sustainable development priority condition)**

 3/13/14
Application Contact or Project Contact Signature and date

Project Record Number 17746614

**FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
SURFACE TRANSPORTATION PROGRAM - SUBALLOCATED FUNDS (STP-S)
NEW PROJECT APPLICATION**

Clear Form and Create New Project

Retrieve Existing Project

Update/Save Project

PROJECT RECORD NUMBER 17746614

Clear All Fields

Before starting new applications, select "Clear Form and Create New Project". Applications with no record number cannot be saved. The project number will be needed if you wish to retrieve/edit/print the application at a later time.

Select one:

- ☒ In progress
☐ Preliminary complete (ready for comments)- Due February 13, 2014
☐ Final complete - Due March 13, 2014
Signatures, Supplemental Information, and Application Fee - Due March 13, 2014

A. SPONSOR INFORMATION

Sponsoring Agency: Oak Grove Village

Chief Elected Official: Richard Ray

Address: 260 James St

City: Sullivan State: MO Zip: 63080

E-Mail: ogv@fidnet.com

Project Contact: Richard Ray Title: Chariman

Address: 260 James St.

City: Sullivan State: MO Zip: 63080

Phone: 573-468-4500 Fax: 573-468-4501

E-mail: ogv@fidnet.com

Application Contact: Wes Theissen

E-Mail: wtheissen@bfaeng.com Phone: 800-455-4751

B. PROJECT INFORMATION

Project Title: Winsel Creek Bridge Replacement

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map):

Replace Bridge and approaches at Winsel Creek on East Springfield Road, approximately 3/4 mile North of its intersection with MO Highway 185.

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

None known.

Has your agency previously competed for funds for this specific project? If so, when?

No.

Does your agency own and maintain this facility? If no, a letter of support is required from the facility owner.

Project Priority Area:

Type of Improvement:

Type of project:

Project Length (Miles):

Estimated date of completion (MO/YEAR):

Usage (Average Daily Traffic, Ridership, etc.):

Currently

Proposed

ADT

Year

Vehicle Occupancy Rate (Regional Average=1.25): Currently

Proposed

Federal Functional Roadway Classification (per East-West Gateway):

BRIDGE PROJECTS ONLY - Complete next four questions

Bridge Identification Number (Per state inventory):

Bridge Sufficiency Rating (Per state inventory):

Is bridge listed on state inventory as deficient?

Will there be any realignment of the connecting roadway (vertical or horizontal) as part of the bridge replacement? If yes, include sketch of proposed bridge replacement and realigned road.

Number of through traffic lanes: Currently Proposed

Number of turn lanes: Currently Proposed

Are two-way left turn lanes proposed as part of this project? If yes, give details below:

Is the terrain flat or rolling?

If the terrain is rolling, describe what measures have been taken to maximize the sight distance where the two-way left turn lanes are proposed:

N/A

Speed limit: Currently Proposed

Lane width: Currently Proposed

Shoulder width: Currently Proposed

Bridge width (gutterline to gutterline): Currently Proposed

Curb & gutter?: Currently Proposed

Sidewalks?: Currently Proposed

Sidewalk Width: Currently Proposed

Parking allowed: Currently Proposed

Will additional right of way, TSCL or easement be acquired?

If yes,

- Estimated additional right of way (in acres) needed:

- Estimated permanent easements (in acres) needed:

- Estimated temporary easements (in acres) needed:

- Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.

N/A

Right of way acquisition by:

Right of way condemnation by:

Please attach the following items, if available.

- Traffic Flow diagram for more than 2 lane improvement
- Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.

Electric	<input checked="" type="checkbox"/>	<input type="text" value="Crawford Electric Cooperative"/>
Phone	<input type="checkbox"/>	<input type="text"/>
Gas	<input type="checkbox"/>	<input type="text"/>
Water	<input checked="" type="checkbox"/>	<input type="text" value="Oak Grove Village"/>
Cable TV	<input type="checkbox"/>	<input type="text"/>
Storm Sewer	<input type="checkbox"/>	<input type="text"/>
Sanitary Sewer	<input type="checkbox"/>	<input type="text"/>
Other	<input type="checkbox"/>	<input type="text"/>

Please give detail concerning potential utility conflicts / problems / issues:

None known - overhead utility lines appears to be sufficeintly off roadway. Waterline crossing under the stream just to the east of the bridge.

Utility coordination completed by:

Designed by:

Inspection by:

BICYCLE AND PEDESTRIAN FACILITIES

All applicants are required to comply with the Americans with Disabilities Act of 1990. 23 USC 217 (g) states:

“Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted....Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.

The Gateway Bike Plan provides a long-term vision for a connected system of on road bicycle routes between communities, transit, greenways, and trails. Information is available at StLBikePlan.com

If any bicycle and/or pedestrian elements are included in this project, what are they? What strategies or recommendations from the Gateway Bike Plan are being implemented?

N/A

If bicycle and/or pedestrian elements are not included, WHY NOT (required)? Failure to include bicycle and/or pedestrian accommodations may result in project not being funded.

Currently, there are no bike lanes or trails in the vicinity and no future planning to include bicycle and pedestrian traffic in this area - population density is low - project focus is to replace a deficient bridge structure.

C. PROJECT JUSTIFICATION/DESCRIPTION

Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem, and 4.) any Transportation System Management or Transportation Demand Management strategies (as described in Appendix A included in the workbook).

If the project is proposing to add capacity for single-occupant vehicles by adding lanes or by constructing a new facility, a Congestion Management Study (CMS) report may be required. The CMS requirements are described in Appendix A included in the workbook. If you are unsure if a CMS is needed, please contact Jason Lange at MO: (314) 421-4220 or IL: (618) 274-1750.

Projects must be based upon the ten principles/strategies of RTP 2040, the St. Louis region's Long Range Transportation Plan. See page 6 of the STP-S workbook for more information.

Be as specific as possible. Attach additional sheets as needed.

Project proposes to replace a structurally deficient bridge - supporting MoDOT documentation attached in appendices.

- 1) Proposed Improvements consist of demolition and removal of the existng, structurally deficient bridge and replacement with a new one.
- 2) The improvement addresses the transportation problems of preserving existing infrastructure and safety.
- 3) The improvement will preserve infrastructure by maintaining a usable transportation route in the area and improves safety by replacing the brdge with a new structure with wider lanes and higher load rating.
- 4) TSM or TDM are not applicable to this project.

Bridge is listed on MoDOT listing inventory as structurally deficient with a sufficiency rating of 38.6.

GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

Road construction does not just apply to moving cars and trucks faster. It's really about accommodating people, which can include such things as: traffic calming, bicycle/pedestrian accommodations, compliance with the Americans with Disabilities Act, landscaping, access management, architectural design standards, and zoning changes to encourage specified land uses and promote economic development. East-West Gateway's Great Streets Initiative helps local sponsors create a complete street. A toolbox has been created that guides sponsors to use the Great Streets template that applies to their place. Place types include: downtown main street, mixed-use district, small town downtown, residential neighborhood, office employment area, civic/educational corridor, neighborhood shops, and commercial/service corridor.

Detailed information can be found at: <http://www.ewgateway.org/greatstreets/greatstreets.htm>. If you have any questions about Great Streets, contact Paul Hubbman at: MO: (314) 421-4220 or IL: (618) 274-2750.

A Great Streets project is required to address these eight characteristics:

1. Great Streets are great places
2. Great Streets integrate land use and transportation planning
3. Great Streets are economically vibrant
4. Great Streets accommodate all users and all modes
5. Great Streets are environmentally responsible
6. Great Streets rely on current thinking
7. Great Streets are measurable
8. Great Streets develop collaboratively

Please describe below how this project incorporates each of the seven criteria. Attach additional sheets as needed.

N/A

D. PROJECT COMPOSITION

Please indicate the approximate percentage of the project that covers each of the elements below:

MODAL ELEMENTS	Total Cost	
Roadway elements	<input type="text" value="100.00"/>	%
Transit elements	<input type="text"/>	%
Bicycle and Pedestrian elements	<input type="text"/>	%
Port and Freight Facility elements	<input type="text"/>	%
<i>TOTAL (100%)</i>	<input type="text" value="100.00"/>	%

ACTIVITY TYPE	Total Cost	
Replace/Rehabilitation of existing facilities	<input type="text" value="100.00"/>	%
Expansion/Enhancement - new or expanded facilities and assets (not replacement)	<input type="text"/>	%
Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering)	<input type="text"/>	%
<i>TOTAL (100%)</i>	<input type="text" value="100.00"/>	%

PROJECT FUNCTIONS	Total Cost	
Preservation elements	<input type="text" value="75.00"/>	%
Safety elements	<input type="text" value="25.00"/>	%
Congestion elements	<input type="text"/>	%
Access to Opportunity elements	<input type="text"/>	%
Sustainable Development elements	<input type="text"/>	%
Goods Movement elements	<input type="text"/>	%
<i>TOTAL (100%)</i>	<input type="text" value="100.00"/>	%

E. IMPROVEMENT EVALUATION CRITERIA

Select a priority condition that is based on the primary focus area of the project. The priority condition should be the same for each focus area on pages 9-14.

PRESERVATION

Preservation of the existing infrastructure will be achieved by managing and maintaining current roadway, bridge, transit and intermodal assets. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Points will be assigned only if project will improve deficient condition and documentation of condition is provided with project application.

Priority Condition

System Condition *(describe condition and measure used)*

Bridge Sufficiency Rating
Current Bridge Rating is 38.6 and project will remove and replace said structure

PRESERVATION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road	Pavement Condition 20-56 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 57-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Average PSR rating of sidewalk 0-1.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 1.5-2.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 2.5-3.5 (see App F or workbook for how to rate).

***NOTE:** Only projects that propose to replace, rehabilitate, or repair a facility or equipment can receive points in this category. Projects that propose to construct an entirely new facility receive 0 points (N/A). Systematic preventive maintenance activities (i.e., activities that are part of a planned strategy or program) intended to extend the life of the facility are eligible for funding, provided the DOT has approved the systematic strategy or program.

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Include a summary of police reports for crashes that occurred within the project limits including how proposed improvement to the facility would reduce crashes.

Total number of crashes over last 3 years:

Number of crashes by type: Fatal Serious Injury Property Damage Only

Crash Rate for the proposed project location (*use formula below*):

To compute crashes per million vehicle miles use the formula:

$$\frac{\text{Average Number of Crashes per year over last 3 years} \times 1,000,000}{\text{Average Daily Traffic} \times 365 \times \text{length of project in miles}} = \text{Crash Rate}$$

Priority Condition

System Condition / Problem Addressed

Bridge Sufficiency Rating between 20-49.9% and project will remove deficient conditions - project also proposes to add safety guardrail improvements at bridge approaches

SAFETY MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/ Intersection	Crash rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issues(s) related to crashes * OR improves problems identified in road safety audit OR addresses fatal/serious injury crash(es)	Crash rate per million vehicle miles is 3.0 to 5.9 AND project addresses specific safety issues(s) related to crashes *	Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s)*
Bridge	Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition.
Transit/Other	Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)
Bike/Ped	New bike/ped facility: Sidewalks on both side of road (at least 5' wide) or dedicated multi-use path (at least 10' wide)	New bike/ped facility: Sidewalk on one side of road (at least 5' wide) or on-road bike lane OR new bike/ped facility: Sidewalks on both side of road (4' to 5' wide) or dedicated multi-use path (8'-10' wide)	Improvements to existing facility or shared lane traffic markers

* e.g., paved shoulder, new pedestrian or bicycle facility, revisions to horizontal or vertical alignment, intersection improvements, guardrail or median barrier.

CONGESTION

Congestion Management will be achieved by ensuring that congestion of the region's roadways does not reach levels which compromise economic competitiveness. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does this project increase capacity for Single-Occupant Vehicles (SOV)?

If yes, an evaluation of the impact to SOV capacity* of reasonable demand strategies that fit in the corridor must be completed. This evaluation must follow the framework of the St. Louis Region Congestion Management Process Mitigation Handbook and included with the application. See Section VI (page 12 of workbook) for more information.

Priority Condition

System Condition (describe condition and measure used)

N/A

CONGESTION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/Bridge Intersection	Level of Service E or F AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service D AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service A, B or C AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)
Transit	Introduction of peak-hour transit service in a new market	Expansion of peak-hour transit service or new transit facility in an existing market	Improved transit facility
Education, Rideshare and/or Bike-Ped	Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling)	New pedestrian or bicycle facility (non-recreational)	Improved pedestrian or bicycle facility (non-recreational)

Note:
 --Calculate Level of Service (LOS) per method outlined in the *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C. 2000.
 --If the project is a bicycle/pedestrian or transit improvement designed primarily to relieve parallel corridor (roadway) congestion - indicate peak average corresponding roadway LOS.
 – Projects must comply with the Regional ITS Standards set forth in the document titled *Bi-State St. Louis Regional ITS Architecture*, April 2005

*A study is required if the project proposes to add one or more lanes for a length of at least 1 mile (or the entire distance between major intersections) on a roadway functionally classified as an arterial or above.

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information such as transit lines or stops on or within 1/4 mile of proposed improvements.

Priority Condition

Access to Opportunity Measures / Problem Addressed

Oak Grove Village is listed on the East West Gateway's disadvantaged community listing and bridge route provides access for elderly residents living in the assisted living care facility less than 1/4 mile from the bridge location.

ACCESS TO OPPORTUNITY MEASURES

Priority Condition

(1) Project is located within an area that meets either of the disadvantaged community criteria below, AND (2) project provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) **(5pts)**

Project either provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) AND includes measures to eliminate accessibility barriers and bring a non-ADA-compliant facility into ADA compliance. **(3pts)**

Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. **(1pt)**

*Disadvantaged Community: Any community within the region in which (1) the unemployment rate is 50% higher than the region as a whole (2010 metropolitan rate= 10.0%), or (2) in which 10 percent or more of the households headed by an adult have no private vehicle. A map of qualifying areas is included in Appendix F of the project workbook.

SUSTAINABLE DEVELOPMENT

Sustainable Development will be achieved by coordinating transportation, land use, economic development, environmental quality, and community aesthetics. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan?

Cite adopted plan(s) that the project is identified in:

City of Sullivan planning and zoning map

Priority Condition

Sustainable Development Measures (e.g., measures to integrate Great Streets Initiative design techniques, enhance connectivity across or between modes, promote transportation and development actions that reduce the need for travel, avoid impacts to sensitive environmental or cultural resources, etc.)

Improvements to the bridge are important to the Village of Oak Grove and the neighboring community of Sullivan:

The City of Sullivan maintains a waste water treatment facility and there is industrial development occurring within 1/2 mile of this bridge.

Sullivan's school district travels this route with school busses for transferring students.

The entrance drive to an assisted living care facility for the elderly is 400 feet to the North of this bridge and provides the quickest route for medical care.

SUSTAINABLE DEVELOPMENT MEASURES

Priority Condition

Project (1) conforms to the plan(s) identified above, AND (2) is located within ½ mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the redevelopment of an underutilized commercial, industrial, or brownfield area. ***(5pts)***

Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the continued development of an established commercial or industrial area ***(3pts)***

Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a commercial or industrial area or established residential area ***(1pt)***

**Major activity center = major employer, hospital or medical center, college or university, major retail center, airport, or other regional draw of population/employment.*

GOODS MOVEMENT

Efficient movement of goods will be achieved by improving the movement of freight within and through the region by rail, water, air, and surface transportation modes. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Commercial truck volume as percentage of ADT:

Priority Condition

System Condition

Improvements improve load capacity of the bridge.

GOODS MOVEMENT MEASURES

Priority Condition

(1) Commercial truck volumes are greater than 15% of ADT on the route/site AND (2) project either provides or improved intermodal connections OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). **(5 pts)**

(1) Commercial truck volumes are 7% - 14.9% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). **(3 pts)**

(1) Commercial truck volumes are less than 7% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). **(1 pts)**

F. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B).

Fiscal years are federal fiscal years (October 1 through September 30). See page 3 of STP-S Workbook for information regarding what phases of work may use federal funds and the years that federal funds are available. Federal participation for a phase may not exceed 80% in Missouri and 75% in Illinois. Each phase using federal funds must be at the same percentage. To delete a number in the table below, enter '0'. Pressing the delete button or backspace will not save onto EWG servers.

PROJECT BUDGET	FY 2015	FY 2016	FY 2017	TOTAL
PE/Planning/ Environ. Studies	0.00	90000.00	0.00	90000.00
Right-Of-Way	0.00	0.00	0.00	0.00
Implementation	0.00	0.00	384264.00	384264.00
Construction Engineering	0.00	0.00	30000.00	30000.00
Total	0.00	0.00	414264.00	414264.00
TOTAL	0.00	90000.00	414264.00	504264.00

SOURCE OF FUNDS	FY 2015	FY 2016	FY 2017	TOTAL
STP-S/BRM Funds	0.00	72000.00	331411.00	403411.00
Other Fed. Funds* Source:	0.00	0.00	0.00	0.00
Other State Funds* Source:	0.00	0.00	0.00	0.00
Local Match Funds* Source: CASH	0.00	18000.00	82853.00	100853.00
Other Funds* Source:	0.00	0.00	0.00	0.00
TOTAL	0.00	90000.00	414264.00	504264.00

*Will any other individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for this project? If yes, include a letter of support for this project from the third party that confirms their commitment to provide match or acknowledges that the sponsor may seek matching funds from the third party in the future. The letter must also document the third party's support of the proposed scope of work of the project as it is listed in the project application.

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

Activity Description	Start Date (MM/YYYY)	Finish Date* (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	06/2015	06/2015	1.0
Execute Agreement (Project sponsor & DOT)	06/2015	08/2015	3.0
Engineering Services Contract Submitted & Approved ¹	09/2015	10/2015	2.0
Obtain Environmental Clearances (106, CE-2, etc.)	10/2015	2/2016	5.0
Public Meeting/Hearing			
Develop and Submit Preliminary Plans	10/2015	3/2016	6.0
Preliminary Plans Approved	4/2016	5/2016	2.0
Develop and Submit Right-of-Way Plans	10/2015	3/2016	6.0
Review and Approval of Right-of-Way Plans	4/2016	5/2016	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²	4/2016	5/2016	2.0
Right-of-Way Acquisition	6/2016	9/2016	4.0
Utility Coordination	10/2015	9/2016	12.0
Develop and Submit PS&E	6/2016	9/2016	4.0
District Approval of PS&E/Advertise for Bids ³	9/2016	10/2016	2.0
Submit and Receive Bids for Review and Approval	10/2016	11/2016	2.0
Project Implementation/Construction	12/2016	9/2017	10.0

*Finish date must match fiscal year for each for each milestone listed below:

1. Preliminary engineering obligated - PE/Planning/Environ. Studies
2. Right of way obligated - Right-Of-Way
3. Construction/implementation funds obligated - Implementation/Construction Engineering

FY 2015 = 10/2014 - 09/2015

FY 2016 = 10/2015 - 09/2016

FY 2017 = 10/2016 - 09/2017

FY 2018 = 10/2017 - 09/2018

Financial Certification of Matching Funds

This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of MAP-21. Only one certification per sponsoring agency is necessary.

Project Title

Non-federal Amount

WINSEL CREEK BRIDGE REPLACEMENT

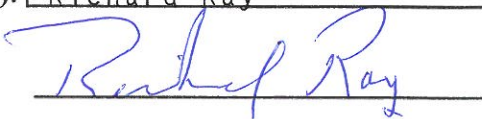
100853.00

Sponsoring Agency: OAK GROVE VILLAGE

Chief Elected Official (or Chief Executive Officer):

Name (Print): Richard Ray

Signature:



Date: 02/18/2014

Chief Financial Officer:

Name (Print): Denise Franklin

Signature:



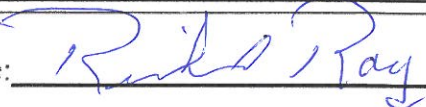
Date: 02/18/2014

G. Person of Responsible Charge Certification

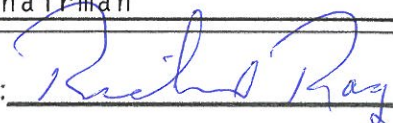
The key regulatory provision, 23 CFR 635.105 – *Supervising Agency*, provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employees(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying East-West Gateway. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases.

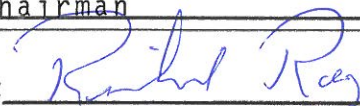
Person of responsible charge – design phase

Name: Richard Ray
Title: Chairman E-mail: ogv@fidnet.com
Signature: 

Person of responsible charge – right of way acquisition phase

Name: Richard Ray
Title: Chairman E-mail: ogv@fidnet.com
Signature: 

Person of responsible charge – construction phase

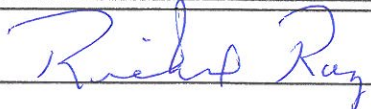
Name: Richard Ray
Title: Chairman E-mail: ogv@fidnet.com
Signature: 

H. Title VI Certification

The Project Sponsor shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 U.S.C. §12101, et seq.). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

The undersigned representative of the Project Sponsor hereby certifies that it has policies and procedures in place to comply with Title VI of the Civil Rights Act of 1964.

Name Richard Ray

Signature 

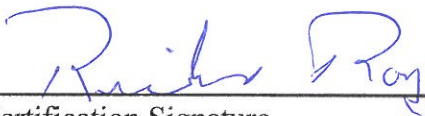
I. Right-of-Way Acquisition Certification Statement

To be completed by Missouri project sponsors only.

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to "The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970." Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that ANY right of way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right of way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.



Certification Signature

J. Reasonable Progress

To be completed by Missouri project sponsors only.

Attached is a copy of the reasonable progress policy adopted by the East-West Gateway COG Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that he/she has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Certification Signature: _____

Rich Ray

Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (i.e., Preliminary Engineering (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the project sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the September 30 suspense date will be removed from the TIP, and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor would have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (i.e., not meet a September 30 deadline), the project sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done diligence in progressing the project; b.) Federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; c.) There is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by East-West Gateway staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis (subject to available funding) and are subject to the Board adopted rules for TIP modifications.



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Policy on Reasonable Progress

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.

Cost Estimate

Winsel Creek Bridge Cost Estimate

ITEM (UNIT)	QTY	UNIT COST	TOTAL
Bridge Construction Costs (per KDG estimate)			\$ 313,414.00
Roadway Approaches			
8" base (SY)	500	\$ 8.00	\$ 4,000.00
4" asphalt base (TON)	110	\$ 75.00	\$ 8,250.00
2" asphalt surface (TON)	55	\$ 80.00	\$ 4,400.00
Guardrail (LF)	120	\$ 35.00	\$ 4,200.00
Misc Striping, grading, seeding (LS)	1	\$ 10,000.00	\$ 10,000.00
Mobilization	1	\$ 20,000.00	\$ 20,000.00
Detour signage	1	\$ 10,000.00	\$ 10,000.00
Roadway removals	1	\$ 10,000.00	\$ 10,000.00
Construction total			\$ 384,264.00
Engineering			\$ 90,000.00
Construction Engineering			\$ 30,000.00
Total			\$ 504,264.00

Kuhlmann *design* Group, Inc.JAS 11/4/2013
10:32 AM

Cost Estimate

East Springfield Road over Winsel Creek

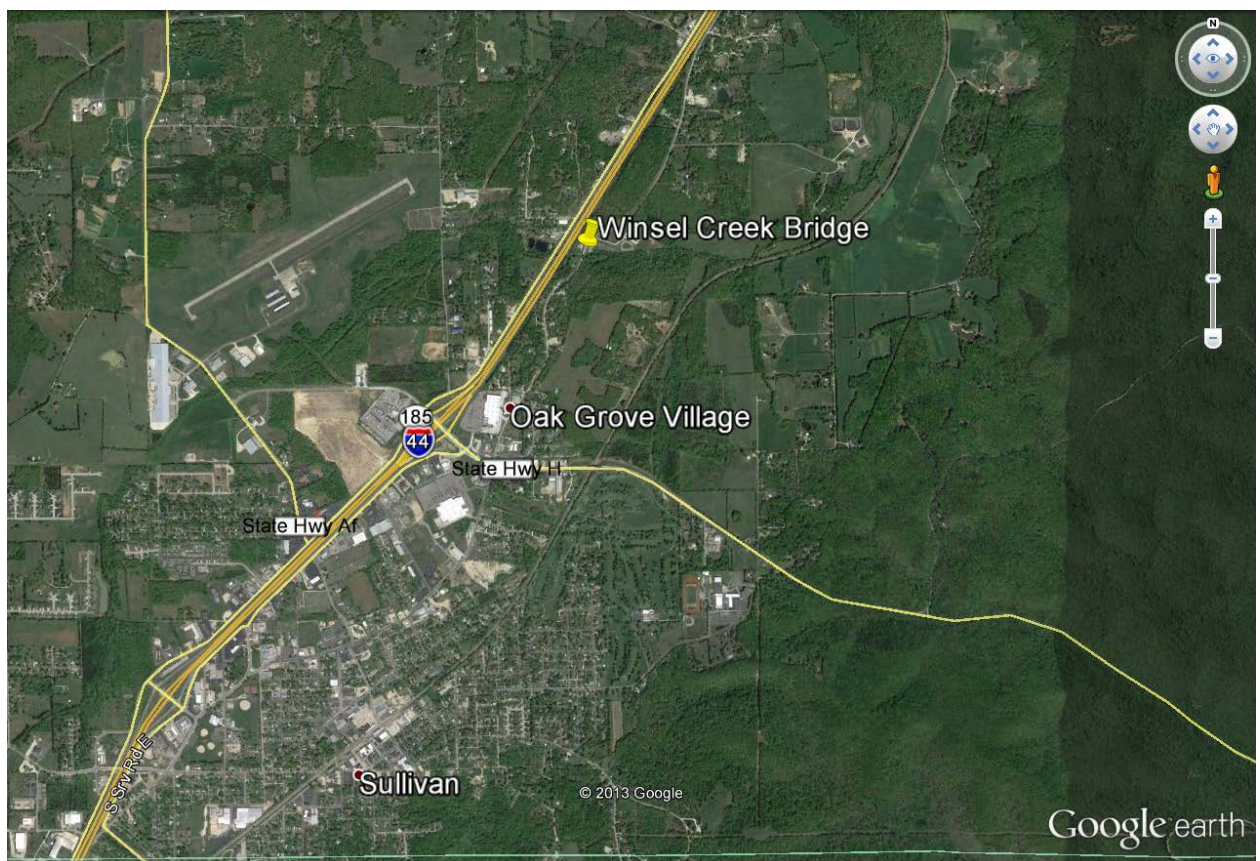
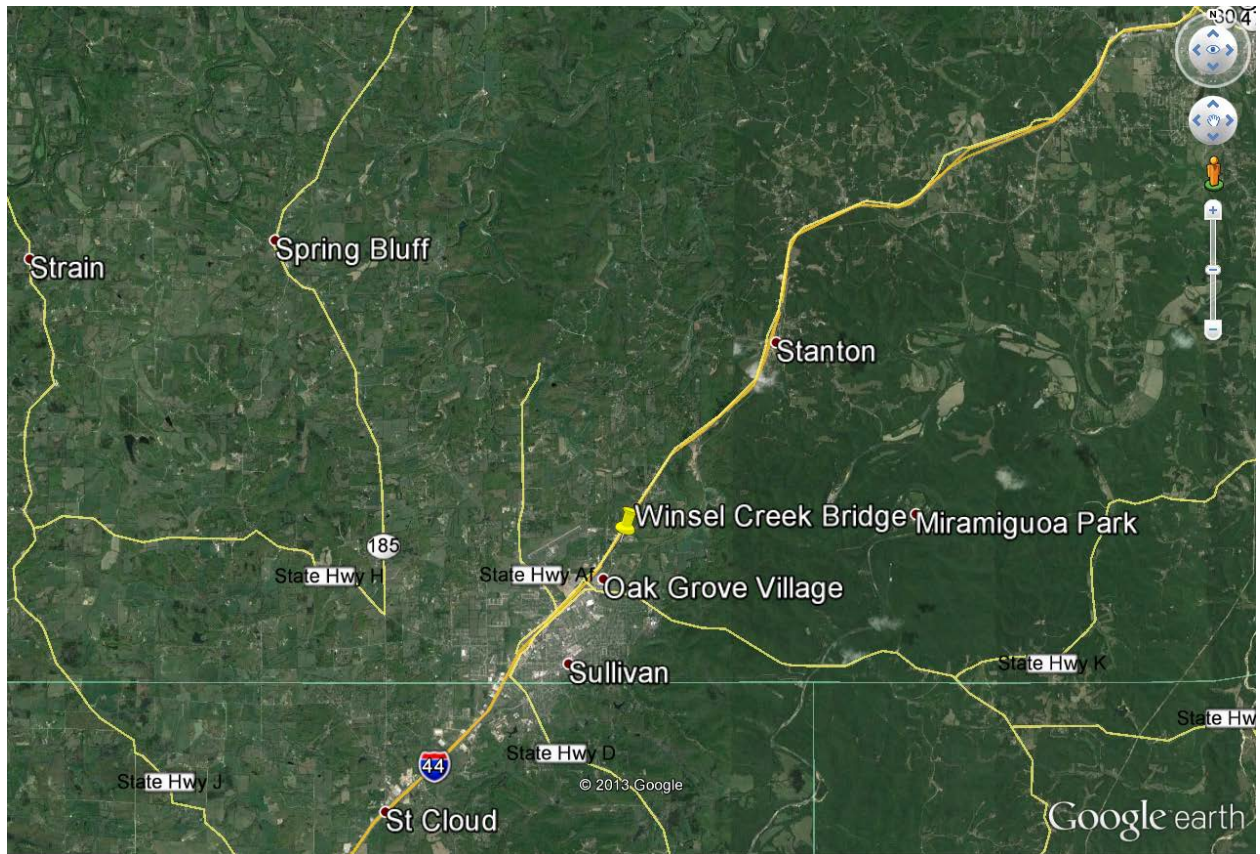
1 Span (50')
Concrete Deck Beams (4'-0" Wide)

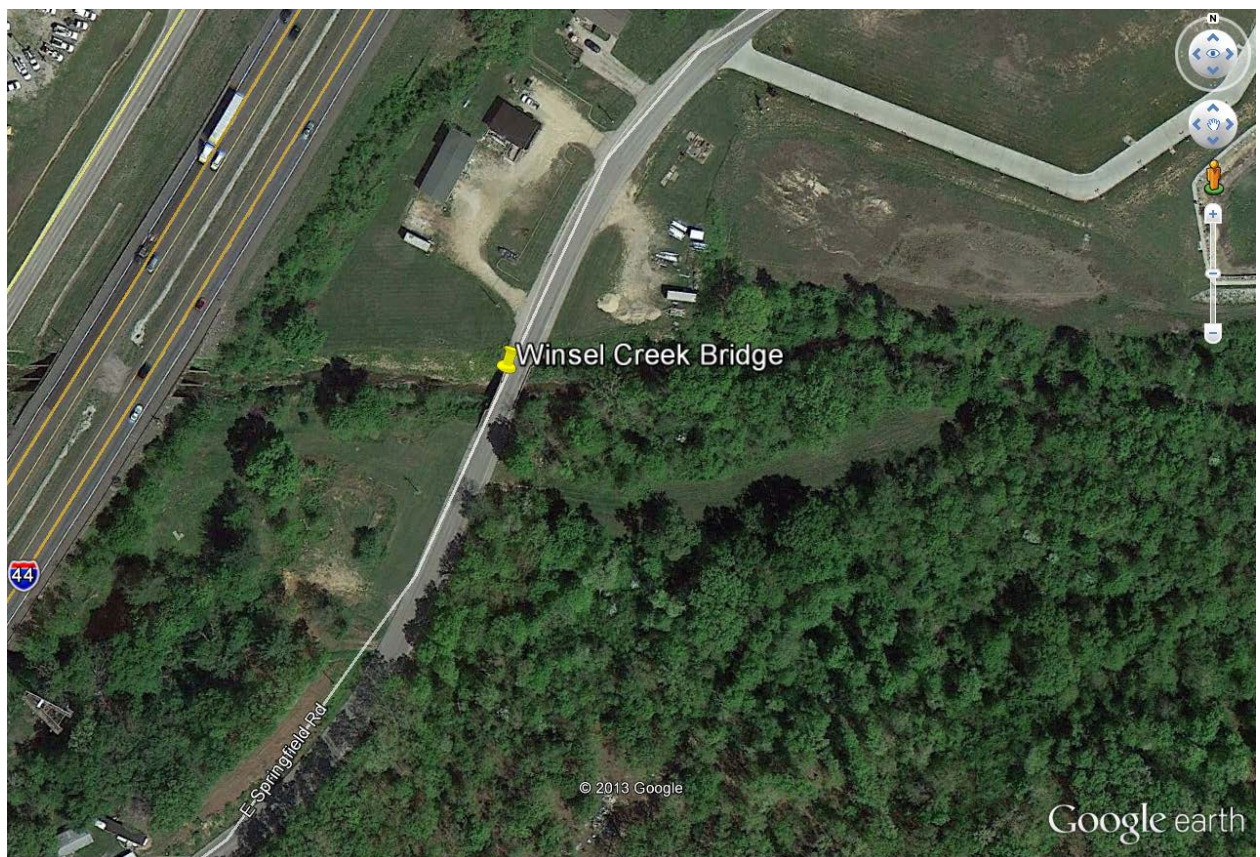
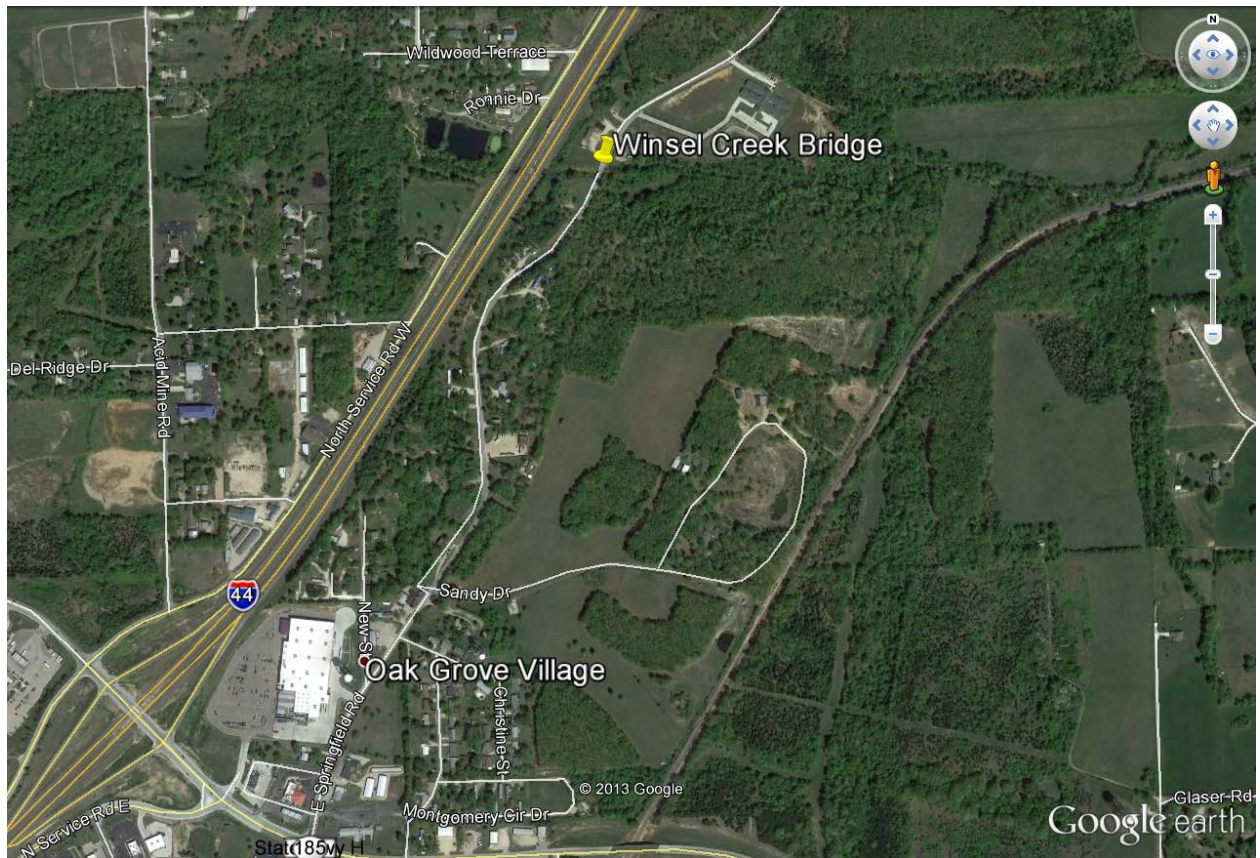
32'- 0" Wide Bridge Deck

Item #	Description	Total Cost
202-10.10	Removal of Existing Bridge	\$50,000
206-10.03	Class 1 Excavation in Rock	\$16,297
206-10.00	Class 1 Excavation	\$5,392
503-10.10	Bridge Approach Slab (Bridge)	\$14,815
703-20.03	Class B-1 Concrete (Substr)	\$40,200
703-42.15	Safety Barrier Curb	\$19,000
622-30.11	Bituminous Asphalt Overlay	\$1,110
703-70.30	Plain Neoprene Bearing Pad	\$3,600
705-14.42	Prestressed Concrete Deck Beam	\$120,000
706-10.60	Reinforcing Steel (Bridges)	\$38,000
715-10.01	Vertical Drain at End Bents	\$5,000
Total =		\$313,414

Appendix A

Project Location Map





Appendix B

Site Photos







Appendix C

MoDOT Reports



Missouri Department of Transportation
Bridge Inventory and Inspection System
Federal Bridge Funds Qualification Listing
Non State System Structures - Non Federal Aid Routes

August 21, 2013
7:13:04am

* Rev 2006

Submittal Year : 2012

Federal ID	Bridge No.	Rehab Tway No.	Name	Feature Intersected	Year Built	Year Recon	ADT	Curb Width	Rating Deck	Rating Super	Rating Sub	Struc Eval	Deck Geom	Water Adeq	Road Align	Sufficiency Rating	Deficiency	Funding	Category	Approved Ton 1	Approved Ton 2	Deficiency Ton 3	Req. Removal
District : SL County : FRANKLIN																							
13338	0360001		BOEUF LUTHERAN RD	BOEUF CR	1945		200	17 Ft. 4 In.	4	2	2	N	0	0	4	4	29.2 %	SD	FULL	S-CD-CIF			A, B, C, D, E, H
13599	0430003	1	BUCKLICK SCHOOL RD	BUCKLICK CR	1920	1996	60	15 Ft. 8 In.	6	3	5	N	2	8	6	4	30.1 %	SD	FULL	S-3	3		B, D, H
13740	0460008		ENOCHS KNOB RD	BOEUF CR	1908		50	15 Ft. 1 In.	5	3	6	N	0	0	8	4	20.4 %	SD	FULL	S-CD			B, D, E, H
13776	0470011		BOEUF CR RD	BOEUF CR	1900	1993	100	15 Ft. 8 In.	7	7	7	N	0	3	7	6	72.2 %	FO	PART	S-3	30		E, H
13780	0470018	1	BOEUF CR RD	BR OF BOEUF CR	1982		100	19 Ft. 0 In.	5	5	5	N	2	4	7	6	46.0 %	SD	FULL	S-3	12		D, H
14521	0690026		BOLES RD	DUNNE SPRING CR	1928		25	23 Ft. 11 In.	N	N	N	4	4	6	6	8	60.0 %	SD	PART	S-3	20		H, I
14963	0800022		FIDDLE CR RD	FIDDLE CR	1955		200	19 Ft. 4 In.	6	7	7	N	5	3	7	6	59.4 %	FO	PART	S-3	15		E, H
16179	1130004		HERBST RD	CR TO BOURBEUSE RV	1960		20	19 Ft. 4 In.	5	5	6	N	2	4	6	6	47.8 %	SD	FULL	S-3	12		D, H
16412	1190005	1	PRAIRIE DELL RD	UP RR	1996		50	17 Ft. 0 In.	8	8	6	N	6	3	N	6	76.9 %	FO	PART	S-3	20		E, H
16582	1250027	1	COUNTRY CLUB RD	BR OF BUSCH CR	1988		250	0 Ft. 0 In.	N	N	N	4	4	N	6	8	51.6 %	SD	FULL	S-1			I
16905	1360009		JUDITH SPRING RD	FLAT CR	1960		300	24 Ft. 11 In.	5	5	5	N	2	5	6	6	31.1 %	SD	FULL	S-3	5		D, H
19010	2070011	1	EVERGREEN LOOP	CR TO BOURBEUSE RV	1994		100	20 Ft. 0 In.	N	N	N	4	4	5	6	8	65.7 %	SD	PART	S-1			I
19693	2300009		BACHELOR CR RD	ROTH CR	1965		75	18 Ft. 8 In.	7	6	6	N	3	4	7	6	56.2 %	FO	PART	S-3	14		D, H
20277	2540004	1	POSSUM HOLLOW RD	CR TO MERAMEC RVR	1930	1986	50	14 Ft. 1 In.	5	5	5	N	5	6	8	3	42.1 %	FO	FULL	S-3	30		G, H
20328	2560001	1	OLD COVE RD	CR TO MERAMEC RVR	1920	1986	100	0 Ft. 0 In.	N	N	N	4	4	N	5	6	61.8 %	SD	PART	S-1			I
20529	2640002		CIRCLE DR	BNSF RR	1945		100	20 Ft. 0 In.	5	5	4	N	2	5	N	6	34.0 %	SD	FULL	S-3	10		C, D, H
21532	3100014		NEW HOPE CHURCH RD	INDIAN CR	1950		75	15 Ft. 8 In.	6	6	2	N	0	8	4	4	28.1 %	SD	FULL	S-CD-CIF			C, D, H
21646	3162001		S SERVICE RD	WINSEL CR	1922		500	20 Ft. 11 In.	4	4	5	N	4	3	8	6	38.6 %	SD	FULL	S-1			A, B, E
21886	3290001		DENTON RD	BRUSH CR	1957		2500	20 Ft. 0 In.	4	4	4	N	4	2	7	8	29.1 %	SD	FULL	S-1			A, B, C, E
22149	3420011		RIDGE RD	WINSEL CR BR-SPRIN	1955		100	22 Ft. 7 In.	5	7	6	N	3	5	7	6	56.2 %	FO	PART	S-3	14		D, H
22224	3460008		SPRING BLUFF RD	SPRING CR	1960		1800	22 Ft. 3 In.	6	7	7	N	4	3	8	6	48.2 %	FO	FULL	S-3	16		E, H
22357	3520005		ELMONT RD	LIT BOONE CR	1960		200	19 Ft. 0 In.	5	6	6	N	6	3	6	6	66.7 %	FO	PART	S-3	27		E, H
22648	3670002	1	SHAWNEE FORD RD	BOURBEUSE RVR	1920	1990	125	15 Ft. 1 In.	7	5	5	N	5	2	7	6	48.2 %	FO	FULL	S-3	19		E, H
23750	4300001		CHRISTINA ST	FLAT CR	1932		2878	33 Ft. 9 In.	5	5	6	N	2	4	8	8	47.9 %	SD	FULL	S-3	20		D, H
23751	4300002		MEMORIAL PKWY	FLAT CR	1900	1974	1650	22 Ft. 7 In.	5	6	6	N	2	3	8	8	33.8 %	SD	FULL	S-3	9		D, E, H

Total Structures : 25

Submittal_Year = 2012



Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

January 15, 2014
4:43:19pm

County : FRANKLIN

Class : NONSTATBR

Design No. : 3162001

Federal ID : 21646

[5D] Route :	00000	[41] Structure Status :	A-OPEN
[4] Place Code :	74644 UNION	[9] Location :	S 4 T 40 R 2 W
[6] Features Intersected :	WINSEL CR	[22] Owner :	MODOT
[7] Facility Carried :	S SERVICE RD	[26] Functional Classification :	UMAJCOL
[16] Latitude :	38 13 58.52 (DMS)	[21] Maintenance Responsibility :	CITY
[17] Longitude :	91 8 48.57 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1922	[106] Year Reconstructed :	
[49] Structure Length :	43 FT.	[51] Bridge Width :	21 FT. 1.2 IN.
[32] Approach Roadway Width :	20 FT. 0 IN.	[52] Deck Width :	23 FT. 1.2 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	REINCONC	DECGIR
[44] Approach Series :			
[107] Deck Type :		REINCONC	CIP
[108A] Wearing Surface :		ASPHALT	BITUMMAT
[108B] Membrane :		NOTAPPLIC	NONE
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure :	500	[30] Year :	2013	[109] AADT Truck :	10 %
-------------------------	-----	-------------	------	--------------------	------

STRUCTURE POSTING

FIELD POSTING	Problem Code :	Problem Direction Code :
Category : S-3 WEIGHT LIMIT 20 TONS.		
Ton 1 : 20	Ton 2 :	Ton 3 :

APPROVED POSTING

Category : S-1 NO POSTING REQUIRED	
Ton 1 :	Ton 2 : Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
MATTHEW GEIGER (NON)	MODOT0624	MODOT
[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	3/4/2013	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	DRY	3/4/2013	24		N



Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

January 15, 2014
4:43:19pm

County : FRANKLIN

Class : NONSTATBR

Design No. : 3162001

Federal ID : 21646

STRUCTURE RATING

[58] Deck :	4-POOR CONDITION	3/1/2002
[59] Superstructure ** :	4-POOR CONDITION	3/1/2002
[60] Substructure ** :	5-FAIR CONDITION	3/1/2002
[61] Channel Protection :	7-MINOR DAMAGE	3/1/2002
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	0 DOESNT MEET CURRNT STND	3/1/2002
[36B] Transitions Railing :	0 DOESNT MEET CURRNT STND	3/1/2002
[36C] Approach Railing :	0 DOESNT MEET CURRNT STND	3/1/2002
[36D] Rail End Treatment :	0 DOESNT MEET CURRNT STND	3/1/2002
[71] Waterway Adequacy :	DECK ABOVE FLOOD ELEV	3/1/2002
[72] Approach Roadway Alignment :	6-SATISFACTORY	3/1/2002
[113] Scour Assessment ** :	8-STABLE FOR CALCULATED	3/1/2002
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	38.60 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	3-BASICALLY INTOL CORRECT	3/1/2002
[69] Underclearance :	N-NOT APPLICABLE	3/1/2002

*** If RATING lowered to a 3, forward rating info and photos to Bridge Division*

COMMENTS

General Comments : OLD STATE BRIDGE #F-313 CITY OF OAK GROVE VILLAGE OWNS BRIDGE; 2" OVERLAY 2000 OAK GROVE VILLAGE DISPUTES OWNERSHIP OF THIS STRUCTURE. THEY CLAIM LAWSUITS NEVER APPROVED TRANSFER OF OWNERSHIP AND THAT MODOT STILL OWNS STRUCTURE.

Deck Rating Comments : HEAVILY SATURATED THROUGH OUT. NEW 2" OR 3" O'LAY IN 2000.

Superstructure Comments : HEAVY LEACHING, DIAPHRAGMS CRACKED
DETERIORATION HEAVILY SATURATED THRU OUT. RANDOM CRACKING THRU OUT
75 - 80% SATURATION
HEAVY EFFL W/ STALAGTITES THRU

Substructure Comments : ABUTMENTS CRACKED AND HEAVY LEACHING, SPALLED; MOD SPALLS @ E ABUT CORNER
DELAMS. OF ABUT WALL @ BEARING LOCATIONS

Channel Protection Comments :

Culvert Comments :

Bridge Railing Comments :

Transition Railing Comments :

Approach Railing Comments :

Rail End Treatment Comments :

Water Adequacy Comments :

Approach Roadway Comments :

Scour Assessment Comments :

Work Comments : CITY OF OAK GROVE VILLAGE OWNS BRIDGE. PATCH SPALLS (SUBSTR. REHAB) NEEDS NEW
DECK & SUPERSTRUCTURE REPLACE BRIDGE

Design_No = 3162001



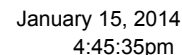
Missouri Department of Transportation
Bridge Inventory and Inspection System
Structural Inventory & Appraisal Sheet

January 15, 2014
4:45:35pm

COUNTY : FRANKLIN BRIDGE NO. 3162001 REVIEW STATUS : APPROVED NBI STATUS : T
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT RUN DATE : 9/17/2013 SUBMITTAL YEAR : 2013

GENERAL STRUCTURE INFORMATION			ROUTE DESIGNATION INFORMATION		
1	State	MISSOURI	5A	Record Type	ROUTE CARRIED 'ON' STRUCT
2	District	SL	5B	Route Signing Prefix	CST
3	County	FRANKLIN	5C	Designated Level of Service	MAINLINE
8	Federal ID No.	21646	5D	Route Number	00000
27	Year Built	1922	5E	Directional Suffix	NOT APPLICABLE
106	Year Reconstructed	0	7	Facility Carried	S SERVICE RD
42A	Type of Service On	HIGHWAY	12	Base Hwy. Network	NO
21	Structure Maintenance	CITY OR MUNICIPAL HWY AGY	13A	LRS Inventory Route No.	
22	Structure Owner	STATE HIGHWAY AGENCY	13B	Subroute No.	
33	Br. Median Code	NO MEDIAN	20	Toll Status	ON FREE ROAD
37	Historical Significance	HISTORICAL SIGNIF UNKNWN	26	Functional Classification	17-URBAN COLLECTOR
101	Parallel Struc Desg	NONE EXISTS	28A	Lanes on Structure	02
103	Temporary Structure	NOT TEMPORARY	100	STRAHNET Designation	RTE NOT A DEFENSE HWY
112	NBIS Bridge Length	YES	104	National Highway System	NOT ON NHS
			105	Federal Lands Highway	NOT APPLICABLE
			110	Designated Nat. Network	NO
STRUCTURE LOCATION INFORMATION			STRUCTURE TRAFFIC INFORMATION		
4	Place	UNION	29	AADT	500
	Code	74644	30	AADT Year	2013
9	Location	S 4 T 40 N R 2 W	102	Direction of Traffic	2-WAY TRAFFIC
11	Milepoint	0.10 miles	109	AADT Truck Percent	10%
16	Latitude	38 D 13 M 59 S	114	Future AADT	800
17	Longitude	91 D 8 M 49 S	115	Future AADT Year	2033
UNDERRECORD INFORMATION			STRUCTURE GEOMETRIC INFORMATION		
6	Features Intersected	WINSEL CR	10	Inventory Rte. Vert. Clear	99 Ft. 99 In.
42B	Type of Service Under	WATERWAY	19	By pass Detour Length	6.25 miles
28B	Lanes Under Structure	00	32	Approach Roadway Width	20 Ft. 0 In.
54A	Vert. Clearance Ref.	N/A	34	Skew	0.00 Degrees
54B	Vert. Clearance	0 Ft. 0 In.	35	Struct. Flared	NO
55A	Rt. Lat Clear Ref.	N/A	47	Total Horiz. Clear	20 Ft. 12 In.
55B	Rt. Lat Clearance	0 Ft. 0 In.	48	Maximum Span Length	40 Ft. 0 In.
56	Left Lat Clearance	0 Ft. 0 In.	49	Structure Length	42 Ft. 12 In.
38	Navigation Control	PERMIT NOT REQ	50A	Left Curb/Sidewalk Width	0 Ft. 0 In.
39	Nav Vertical Clear	0 Ft. 0 In.	50B	Right Curb/Sidewalk Width	0 Ft. 0 In.
40	Nav Horizontal Clear	0 Ft. 0 In.	51	Curb to Curb Br. Width	20 Ft. 12 In.
111	Nav. Pier Protection		52	Deck Width (Out-Out)	22 Ft. 12 In.
116	Nav. Cl. Vert. Clear		53	Vert. Clearance Over Deck	99 Ft. 99 In.

Design_No = 3162001 and Inventory_Appraisal_Submittal_Year = 2013



Appendix D

Letters of Support

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

February 19, 2014

East -West Gateway Council of Governments
One Memorial Dr., Ste. 1600
St. Louis, Mo. 63012

ATTN: Dr. Ed Hillhouse

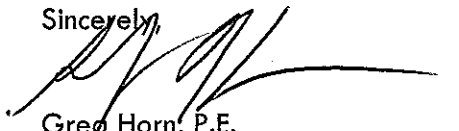
RE: Village of Oak Grove

Dear Ed:

This letter is to document my support for the Village of Oak Grove STP grant application to replace the bridge on East Springfield over Winsel Creek. East Springfield serves as the South Outer Rd for I-44 between Stanton and Sullivan and is used when an incident occurs on I-44. This Route will also serve as an access to the new distribution center that will be located just west of Stanton on the South Service Rd. It is very important that the bridge be replaced, so the weight limit does not affect the trucks ability to go to and from the Distribution center.

I appreciate your consideration of approval of the funding for this project. If you have any questions please contact Judy Wagner at 636-931-3508.

Sincerely,



Greg Horn, P.E.
MoDOT St. Louis District Engineer



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org



Oak Grove Village

260 JAMES ST.
SULLIVAN, MO 63080



RECEIVED
FEB 18 2014

RE: Bridge Replacement for East Springfield Rd over Winsel Creek

To Whom it May Concern:

This letter is written to document support by Oak Grove Village for the proposed STP-funded bridge replacement project. The structure in question is listed on MoDOT's STP Eligible Bridge list as Structurally Deficient with a sufficiency rating of 38.6, and has narrow drive lanes (approximately 10'), and a load rating of only 20 tons.

This bridge provides an important transportation route for Oak Grove Village, as well as the City of Sullivan. Maintaining this bridge provides quicker emergency and public access for the Assisted Care facility and Waste Water Treatment Plant nearby, as well as shorter routes for school busses servicing nearby subdivisions.

We hope the transportation committee will support this project as well.

Best regards,

Richard Ray
Chairman
Oak Grove Village

Appendix E

Oak Grove Village Title VI Information

**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
TITLE VI QUESTIONNAIRE
TRANSPORTATION IMPROVEMENT PROGRAM APPLICATION**

As a recipient / sub-recipient of Federal grant funding, East-West Gateway ("EWG") is required to ensure that all program applicants are in compliance with Title VI of the Civil Rights Act of 1964 ("Title VI") and the rules, regulations, and executive orders that govern Title VI on federally funded projects. In order to ensure that applicants for Transportation Improvement Program or TIP funding are in compliance with these requirements, your organization must complete the following questionnaire in its entirety. If you have any questions regarding this questionnaire please contact one of the EWG staff persons listed below. *Please submit your completed questionnaire and all additional materials to Staci Alvarez, Grant/Contract Compliance Administrator (contact information provided below).*

You should be aware that submitting this form is required as part of the TIP application process and that EWG will not be able to process your application until this form and any required additional information is submitted.

Royce Bauer
Title VI Coordinator
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102
314-421-4220 (MO phone)
618-274-2750 (IL phone)
314-231-6120 (fax)

Staci Alvarez
Grant/Contract Compliance Administrator
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102
314-421-4220 (MO phone)
618-274-2750 (IL phone)
314-231-6120 (fax)
staci.alvarez@ewgateway.org

Date of Report	<input type="text" value="02/18/2014"/>	Applicant Name	<input type="text" value="Oak Grove Village"/>	Project Name	<input type="text" value="Winsel Creek Bridge Replacement"/>
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PART 1: TITLE VI PLAN & COMPLAINT PROCEDURE

1. Does your organization have a Title VI Policy? ☐ YES ☒ NO
- A. If Yes, does your organization's Title VI Policy include:
- (i) A Public Involvement / Engagement Process? ☐ YES ☐ NO ☐ N/A
- (ii) A Limited English Proficiency Plan? ☐ YES ☐ NO ☐ N/A
- (iii) A Title VI Complaint Procedure? ☐ YES ☐ NO ☐ N/A

If you answered "Yes" to Question #1, then you must submit to EWG a copy of your organization's Title VI Policy and Title VI Complaint Form. Please attach these documents to this questionnaire.

- B. If No, in the space provided below, please explain how your organization plans to meet Title VI requirements.

The Village of Oak Grove does not currently have a written Title VI policy. However, the Village plans to adopt a Title VI policy in the near future.

PART 2: NON-DISCRIMINATION POLICY & STATEMENT

1. Does your organization have a non-discrimination policy that is incorporated into a Statement of Non-Discrimination? ☒ YES ☐ NO

If you answered "Yes" to Question #1, then you must submit to EWG a copy of your organization's non-discrimination policy / statement of non-discrimination. Please attach these documents to this questionnaire.

- A. If No, in the space provided below, please explain.

PART 3: CIVIL RIGHTS AND/OR TITLE VI COORDINATOR

1. Does your organization have a person employed for it that is responsible for handling civil rights issues and/or a Title VI Coordinator? ☐ YES ☒ NO

- A. If Yes, then please provide the following information about the Civil Rights and/or Title VI Coordinator:

Name	<div></div>	Title	<div></div>	Mailing Address	<div></div>
Phone Number	<div></div>	Fax Number	<div></div>	Email Address	<div></div>

Please be sure to attach the following documents to this questionnaire, as needed:

- ☐ Title VI Plan
☐ Title VI Complaint Form
☐ Non-discrimination Policy / Statement of Non-discrimination

SIGNATURE OF AUTHORIZED REPRESENTATIVE

By signing below, I certify that I am authorized to sign this questionnaire on behalf of my organization and that the information contained in this report is accurate and complete to the best of my knowledge.

Signature	<div>Richard Ray</div>	Printed Name & Title	<div>Richard Ray</div>	Date	<div>02/18/2014</div>
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COPY

**POLICY REGARDING NON-DISCRIMINATION
ON THE BASIS OF DISABILITY**

A resolution of the **VILLAGE OF OAK GROVE**, County of Franklin, Missouri, adopting a policy of nondiscrimination on the basis of disability.

Whereas, the Congress of the United States passed the Rehabilitation Act of 1973, which under Section 504, requires that "no otherwise qualified individual with a disability shall, solely on the basis of his or her disability, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program, services, or activities receiving Federal assistance";

Whereas, the Village of Oak Grove has received a Community Development Block Grant from the Missouri Department of Economic Development, and is required to comply with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) in accordance with program guidelines;

Now, therefore, be it resolved by the Chairman of the Board of Trustees and by the Board of Trustees of the Village of Oak Grove, Missouri, the following:

SECTION 1: It is the policy of the Village of Oak Grove that all programs and activities shall be accessible to, and usable by, qualified persons with disabilities, in accordance with the requirements of Section 504 and ADA.

SECTION 2: That the Village of Oak Grove shall conduct a self-evaluation, with the assistance of a citizen review committee involving individuals with disabilities, of its programs, policies, procedures, and facilities to determine those areas where discrimination may occur.

SECTION 3: The Village of Oak Grove shall, upon completion of the self-evaluation plan, make revisions, modifications, or other changes so as to fully comply with the letter and intent of the laws referenced under Section 1.

SECTION 4: Further, the Village of Oak Grove shall, where building modifications are required, develop and implement a transition plan for the timely elimination of structural barriers, in accordance with the laws referenced under Section 1.

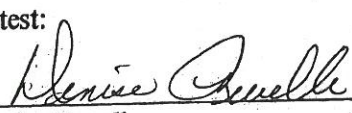
Citizens may contact the Village of Oak Grove's Equal Employment Officer Michael Crowt 573-468-4500 (telephone) for assistance, or to answer questions regarding this policy,

Passed by the Village of Oak Grove, State of Missouri, this 10th day of Dec, 2007



12/10/07
Date

Chairman of the Board of Trustees

Attest:


Denise Revelle
City Clerk

Appendix F

Operations & Maintenance Form

Operations and Maintenance Form

Name of Local Public Agency		Oak Grove Village	
State		MO	

1. How many lane miles (total) are maintained by your city/agency, or for transit agencies how many vehicles are in your fleets.
If unable to provide lane miles then list centerline miles.

Lane miles vs Centerline miles	If you don't know what the difference between a lane mile and centerline mile contact Jason Lange		
Total Lane Miles	3	(in miles)	or Total Centerline Miles
Transit Agencies Only			
# of Vehicles in Fleet			

2. Budget Information

Year of most recent budget	2014
Budgeted Total Revenue	\$383,440.00
Sources of Revenue (i.e. sales tax, property tax, motor fuel tax)	Sales Tax, Property Tax, Vehicle Fuel Tax

3. Total expenditures for transportation operations and maintenance – from your current budget
(This would include, in total, how much is budgeted for: salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching, mowing right of way, snow removal, replacing signs, striping, repaving guardrail, and repairing traffic signals)

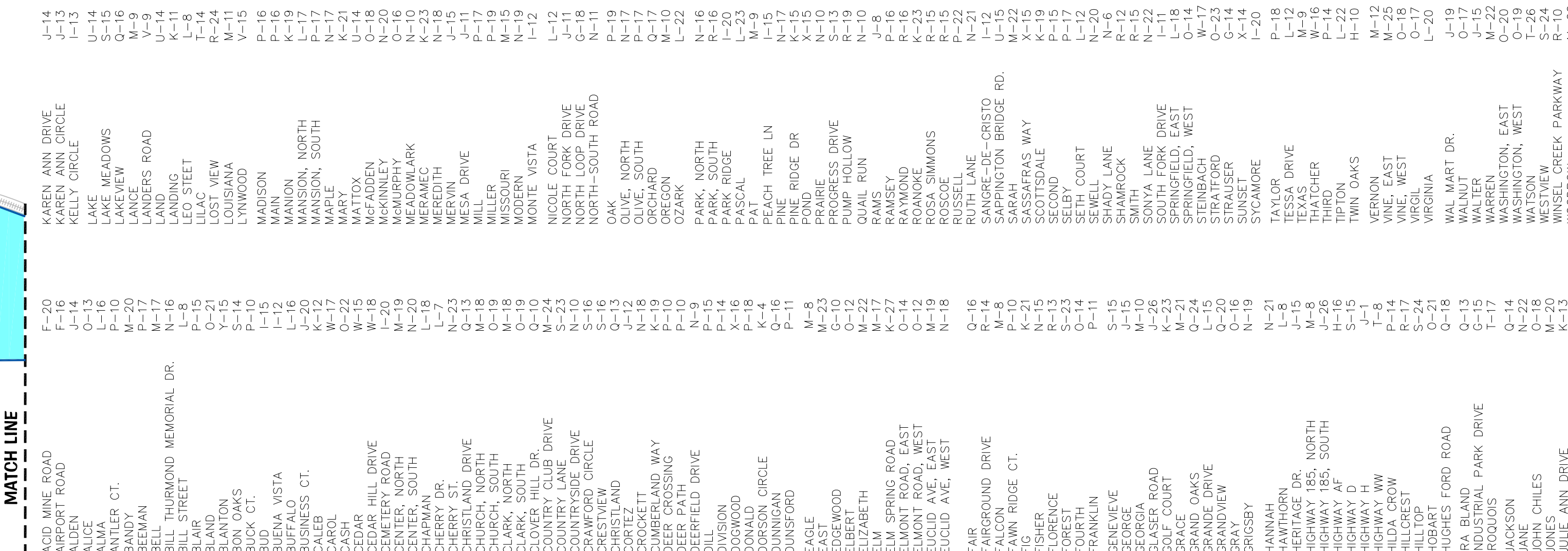
Total Transportation Operations and Maintenance Expenditures	\$140,000.00
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Please use information from the most current budget for your city/agency.

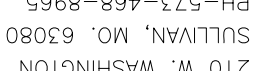
Appendix G

City of Sullivan Zoning Map

- RANGE 3 WEST



ZONING DISTRICT MAP



OF 1 SHEETS

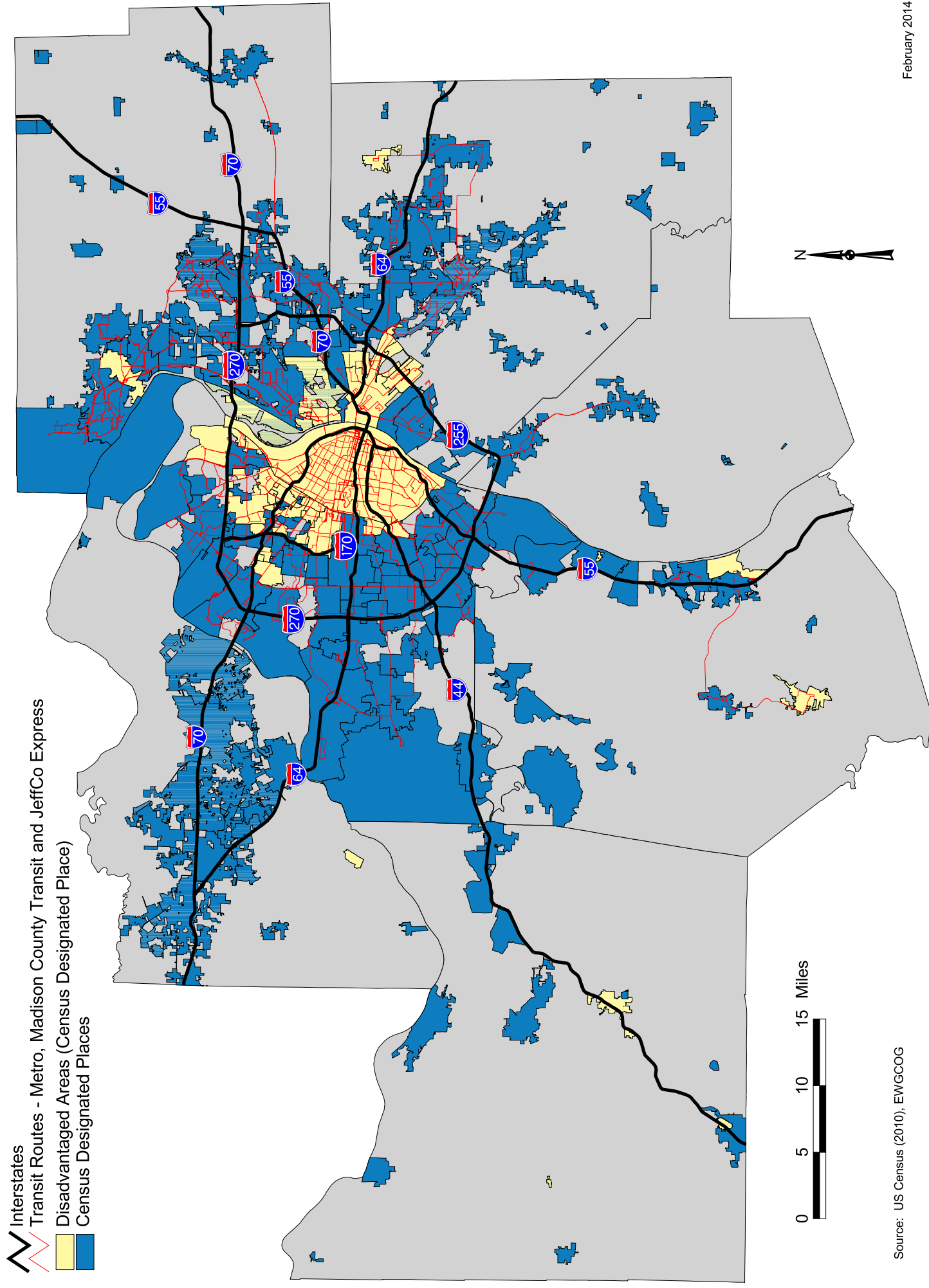
Appendix H

East-West Gateway Disadvantaged Communities Information

Appendix F – Access to Opportunity Disadvantaged Community

For scoring purposes in the STP-S application, a disadvantaged community is defined as any community within the region in which the unemployment rate is 50% higher than the region as a whole (2010 metropolitan rate = 10% or in which 10 percent or more of the households headed by an adult have no private vehicle. The following pages include a map and table of the disadvantaged communities. US Census Designated Places were used as a basis for the map and table. The table only shows the communities with 10% or more with no vehicle. Only one community had an unemployment rate higher than 50%, but it also met the no vehicle criteria.

Disadvantaged Communities - Used For Access To Opportunity Scoring - STP-S Application



Place Name	County	Percent Zero Car Households
Wellston city	St. Louis County	33%
Brooklyn village	St. Clair County	31%
Kinloch city	St. Louis County	30%
Hillsdale village	St. Louis County	30%
Normandy city	St. Louis County	29%
Bel-Ridge village	St. Louis County	26%
East St. Louis city	St. Clair County	25%
Kimmswick city	Jefferson County	25%
Pine Lawn city	St. Louis County	23%
Venice city	Madison County	23%
Centreville city	St. Clair County	22%
St. Louis city	St. Louis City	22%
Riverview village	St. Louis County	21%
Alorton village	St. Clair County	21%
Washington Park village	St. Clair County	20%
Defiance CDP	St. Charles County	19%
Maplewood city	St. Louis County	19%
St. Clair city	Franklin County	18%
Lebanon city	St. Clair County	17%
Jennings city	St. Louis County	16%
Spanish Lake CDP	St. Louis County	16%
Glasgow Village CDP	St. Louis County	16%
Flordell Hills city	St. Louis County	16%
St. Ann city	St. Louis County	15%
Velda City city	St. Louis County	14%
Norwood Court town	St. Louis County	14%
Beverly Hills city	St. Louis County	14%
University City city	St. Louis County	14%
Oak Grove Village village	Franklin County	14%
Country Club Hills city	St. Louis County	13%
Castle Point CDP	St. Louis County	13%
Ferguson city	St. Louis County	13%
De Soto city	Jefferson County	13%
Pagedale city	St. Louis County	13%
Madison city	Madison County	12%
East Alton village	Madison County	11%
Vinita Park city	St. Louis County	11%
Leslie village	Franklin County	11%
Shrewsbury city	St. Louis County	10%
Woodson Terrace city	St. Louis County	10%
Edmundson city	St. Louis County	10%
Berkeley city	St. Louis County	10%
Northwoods city	St. Louis County	10%
Crystal City city	Jefferson County	10%